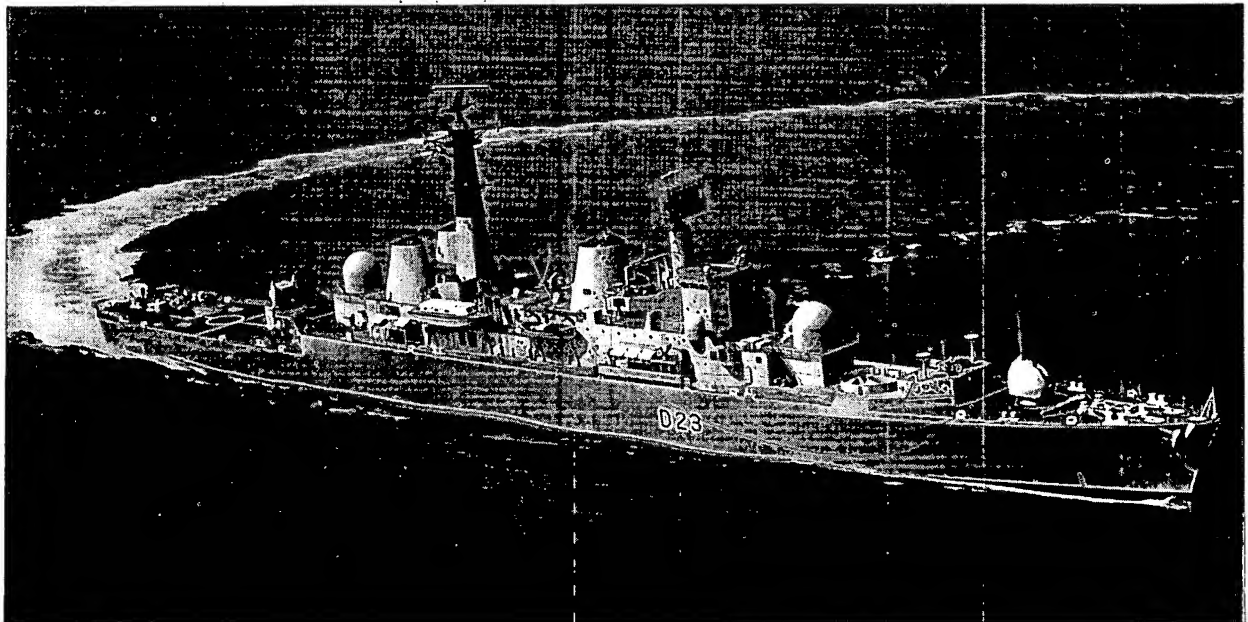


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HMS BRISTOL

Guided Missile Destroyer



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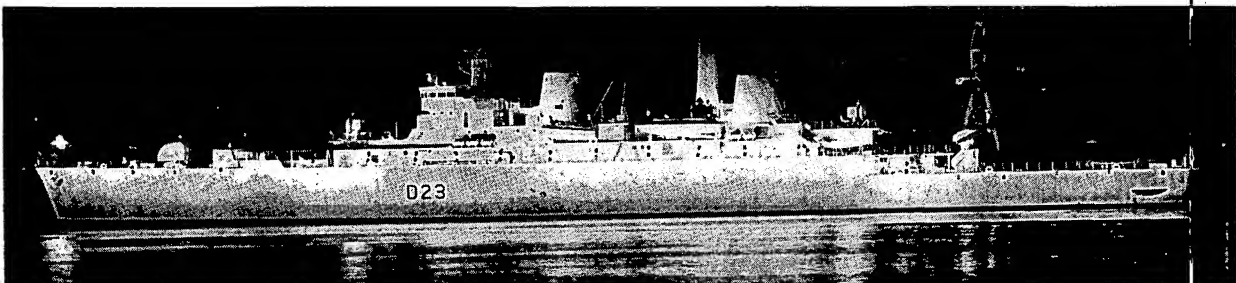


Captain D. W. Brown RN Commanding Officer HMS Bristol

Captain D. W. Brown joined the Royal Navy as a Cadet in 1945 and during his early training was awarded the King's Telescope and the Goodenough Medal for Gunnery. After serving for 2½ years in a destroyer in the Mediterranean Fleet, he commanded Motor Torpedo Boats before specialising in Torpedo and Anti Submarine Warfare. He then served as First Lieutenant of the Ocean Minesweeper HMS Bramble on Fishery Protection Duties, and completed the Naval Staff Course in 1958. As a Lieutenant Commander he was appointed Senior Officer of a Minesweeping Squadron, commanding HMS Dalswinton and later HMS Chailey.

His next appointment was to the staff of the Flag Officer, Second-in-Command, Far East Station after which he was promoted to Commander. In 1963/64 he commanded the destroyer, HMS Cavendish and three years later, the frigate, HMS Falmouth. Both of these ships saw service in the Far East. He was then appointed as Fleet Operations Officer to the Commander-in-Chief, Western Fleet and was promoted to Captain in 1970. The following year he went to the Ministry of Defence and became Director of Naval Operations and Trade. He then joined HMS Hermione as Captain (F) 5th Frigate Squadron which operated in the Atlantic and Far East. In 1974 he was appointed to the NATO Headquarters of Allied Command Southern Europe as Deputy Assistant Chief of Staff, Plans and Policy after which he returned to Whitehall in 1976 as Director of Naval Officers Appointment (Seamen). He joined HMS Bristol, his eighth command, in 1978.

Captain Brown is married, with three daughters, and lives in Soberton, Hampshire.

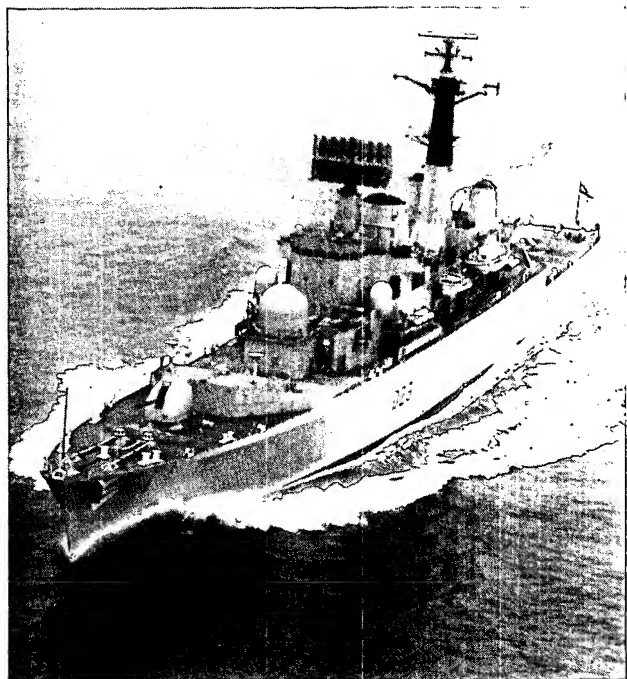


THE SHIP

HMS *Bristol* was built by Swan Hunter Shipbuilders Ltd., at Wallsend-on-Tyne. Laid down in April 1967, she was launched in 1969 by Lady Hogg and completed in December 1972.

The ship is 507 feet long, has a beam of 55 feet and a standard displacement of 6,000 tons. She is powered by two steam turbines for normal steaming and two Olympus gas turbines for additional boost for high speeds or for leaving harbour in an emergency. The four power units are coupled to two shafts giving the ship a maximum speed in excess of 30 knots. To meet the requirements of weapons and domestic facilities the ship has a total generating capacity of 7,000 kilowatts.

HMS *Bristol* is the most powerful guided missile ship yet built for the Royal Navy. Compared with earlier warships she may seem to have fewer visible signs of weaponry, but this is misleading. She packs a very remarkable fire power effectively designed to meet not only today's threat but that of the foreseeable future. Her role is the provision of a Flag and Command platform, and area defence for a Task Force, together with other units. To achieve this she carries a comprehensive and extensive communications outfit and deploys a number of advanced weapon systems.



Sea Dart

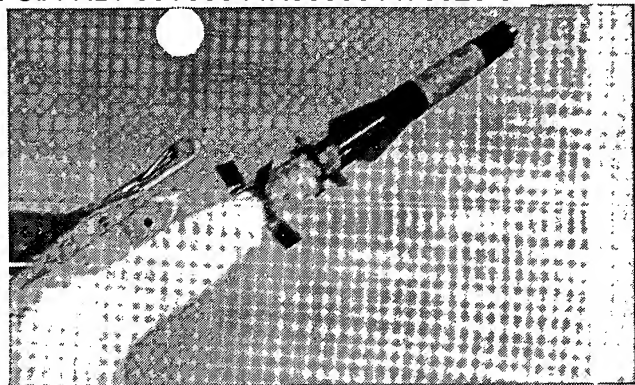
The main armament is the Sea Dart, a new missile with supersonic speed, range and manoeuvrability to cope with any air or missile attack. The Sea Dart can also be used effectively against surface targets.

4.5" Gun

The gun armament consists of a single barrel 4.5 inch mounting which can be used for self-defence anti-aircraft fire, against other ships, and for shore bombardment in support of the Army. It is automatic, (no man in the turret), and has a high rate of fire and accuracy.

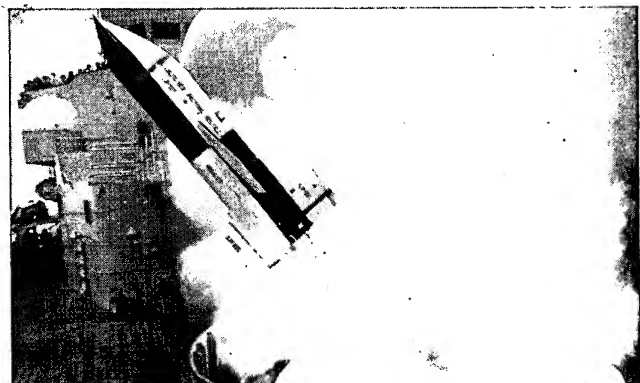
Ikara & Mortar

The main anti-submarine weapon is Ikara, a radio controlled missile which delivers a homing torpedo to attack submarines detected by the force. The ship also carries one triple-barrelled anti-submarine mortar that is aimed and fired automatically by the ship's sonar.



Sea Dart

Ikara

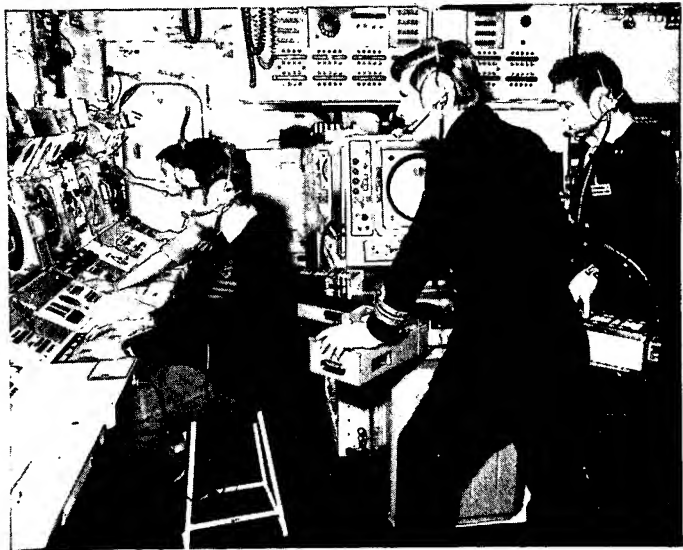


Command & Control

The ship's radar and sonar (underwater detection) equipment monitor activity over a wide area and feed basic data into two micro-miniaturised computers. The Ship's Inertial Navigation System (SINS), a complex installation of electronics and sensitive gyroscopes, continuously inform the computers of the ship's geographical position, course, speed, pitch and roll attitude. These inputs enable the computers to provide an up to date visual presentation which ensures the most efficient and accurate employment of the weapons and the control of other ships and aircraft.

Because modern warfare requires quick reaction all the weapon systems are fully automatic but the decision to open fire remains with the Captain, who is also responsible for the tactical handling and fighting of the ship.

Comprehensive radio communications equipment enables the ship to maintain vital links with other ships, aircraft and the shore. The ship can exchange signals with any part of the world and can be in constant communication with the Ministry of Defence or the Operational Commander throughout 24 hours each day.



The nerve centre of a modern warship is the operations room. Information gained by the ship's detection equipment is fed to the 'ops' room, which is well below decks, and it is from this point the Captain fights his ship.

A home for the men

HMS *Bristol*, when at sea or away from her base port, is home for 29 officers and 378 ratings. She can be likened to a small town whose inhabitants carry out all the normal domestic and town chores as well as doing their daily work. Further, this town may move rapidly from the tropics to the Arctic.

Manpower is a very expensive commodity in a warship. Every member of the crew is a skilled, highly trained man, who, if he is to be economically used, must be properly managed and given every possible mechanical aid to carry out his ship upkeep duties. He also requires living conditions which are as comfortable and up to date as it is possible to provide in a fighting unit where so much space is demanded by weapons, machinery and stores.

Every effort has been made in the *Bristol* to see that these ideals have been met. She is not the first ship to have bunks, vacuum cleaners, air-conditioning, laundry, NAAFI shop and a modern cafeteria — to name a few facilities — but she was

among the first to have her interior decor chosen by a firm of consultants and to have her own TV studio and cameras. Points like these typify the thought and money which has been spent in making her comfortable and easy to run, as well as being a powerful fighting ship.

Although the ship's company have families from all over the British Isles, from places as far apart as Dundee and Guernsey, they are very proud of the ship's association with the city whose name she bears, and of their affiliation with the famous Gloucestershire Regiment. Most of all, however they are proud to serve in their country's finest warship.



Above: The main control position of the engine room. Here the watchkeepers control the steam and gas turbines.

Below: The computer room. HMS Bristol has two micro-miniaturised computers to 'digest' information and suggest a course of action.



PREVIOUS BRISTOLS

- | | | | | | |
|------|---|--|------|---|--|
| 1653 | — | 48 gun ship. 532 tons. Crew 230.
<i>In action against Dutch and French fleets.</i> | 1796 | — | 64 gun ship. 1439 tons. Crew 491.
<i>Originally named HMS Agincourt. Renamed HMS Bristol in 1812.</i> |
| 1711 | — | 50 gun ship. 704 tons. Crew 350.
<i>In action against French fleets.</i> | 1861 | — | Screw frigate. 4020 tons. Crew 600.
<i>Used as a seagoing training ship for cadets.</i> |
| 1775 | — | 50 gun ship. 1044 tons. Crew 350.
<i>In action during war of American colonies and against French fleets.</i> | 1910 | — | 12 gun light cruiser. 4800 tons. Crew 610.
<i>In action during World War I.</i> |

Battle Honours

SANTA CRUZ	1657
FOUR DAYS BATTLE	1666
ORFORDNESS	1666
SOLE BAY	1672
TEXEL	1673
FINISTERRE	1747
FALKLAND ISLANDS	1914

HMS Bristol 1861 (right)

